


 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA07LA079		Aircraft Registration Number: N231KZ	
		Occurrence Date: 03/19/2007		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Marysville		State CA	Zip Code 95901	Local Time 1615	Time Zone PDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 0.5			
Aircraft Information Summary					
Aircraft Manufacturer Mooney Aircraft		Model/Series M20K		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On March 19, 2007, approximately 1615 Pacific daylight time, a Mooney Aircraft M20K, sustained substantial damage after impacting approach light standards and terrain while on final approach to Runway 14 at the Yuba County Airport (MYV), Marysville, California. The certificated commercial pilot, the sole occupant of the airplane, sustained serious injuries. Visual meteorological conditions prevailed for the local flight, which was operated in accordance with 14 CFR Part 91, and a flight plan was not filed. The airplane departed MYV approximately 1605.</p> <p>In a telephone interview and in a written report submitted to the NTSB investigator-in-charge (IIC), the pilot reported that the intent of the flight was to practice touch-and-go landings. The pilot stated that after departing Runway 14 and on a left downwind at the non-towered (Air Traffic Control) airport, he heard another airplane call in that was on the Instrument Landing Approach to Runway 14. The pilot reported that as he was not certain how far out the other airplane was, he elected to extend his downwind leg. The pilot further reported that after making visual contact with the other airplane he turned onto his base leg, however, farther out than his normal distance. The pilot stated, "[I] completed [the] before landing check[list] and reported extended final." The pilot revealed, "[I] next sighted [an] unlighted height bar in my windshield immediately in front of me, clipped it off and immediately encountered [a] field of approach lights, which I tried to avoid. [The] aircraft caught [its] left wing (I think) and came to rest short of the runway." The pilot further revealed that the unlighted height approach bars blend in with the surroundings, and that he should have activated the runway and approach lights while on base leg. The pilot reported that there were no anomalies with the airplane prior to or during the flight. The airplane sustained substantial damage to the engine's firewall and the outboard section of its left wing, and there was no post-crash fire.</p> <p>At 1553, the MYV Automated Surface Observing System reported wind 170 degrees at 11 knots, visibility 10 statute miles, sky clear, temperature 23 degrees C, dew point 9 degrees C, and an altimeter setting of 29.92 inches of Mercury.</p>					
<div>FACTUAL REPORT - AVIATION</div> <div>Page 1</div>					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA07LA079			
		Occurrence Date: 03/19/2007			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name Yuba County Airport	Airport ID: MYV	Airport Elevation 62 Ft. MSL	Runway Used 14	Runway Length 6006	Runway Width 150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Traffic Pattern					
Aircraft Information					
Aircraft Manufacturer Mooney Aircraft		Model/Series M20K		Serial Number 25-0291	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 2740 LBS		Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Continental		Model/Series: TSIO-360		Rated Power: 200 HP
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time 2200 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /		ELT Operated? Yes		ELT Aided in Locating Accident Site? No	
Owner/Operator Information					
Registered Aircraft Owner David B. Van Pelt		Street Address			
		City Beaverton	State OR	Zip Code 97007	
Operator of Aircraft David B. Van Pelt		Street Address			
		City Yuba City	State CA	Zip Code 95993	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
<div>FACTUAL REPORT - AVIATION</div> <div>Page 2</div>					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA07LA079																																																																																																						
		Occurrence Date: 03/19/2007																																																																																																						
		Occurrence Type: Accident																																																																																																						
First Pilot Information																																																																																																								
Name		City		State	Date of Birth																																																																																																			
On File		On File		On File	On File																																																																																																			
					Age																																																																																																			
					83																																																																																																			
Sex: M	Seat Occupied: Left	Occupational Pilot?		Certificate Number: On File																																																																																																				
Certificate(s): Commercial																																																																																																								
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																																								
Rotorcraft/Glider/LTA: None																																																																																																								
Instrument Rating(s): None																																																																																																								
Instructor Rating(s): None																																																																																																								
Current Biennial Flight Review? 10/2006																																																																																																								
Medical Cert.: Class 3		Medical Cert. Status: With Waivers/Limitations		Date of Last Medical Exam: 10/2005																																																																																																				
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> <tr> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Actual</th> <th>Simulated</th> <th></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>5700</td> <td>150</td> <td>350</td> <td>5000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>40</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air							Actual	Simulated				Total Time	5700	150	350	5000							Pilot In Command(PIC)											Instructor											Instruction Received											Last 90 Days	40										Last 30 Days	10										Last 24 Hours										
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air																																																																																														
						Actual	Simulated																																																																																																	
Total Time	5700	150	350	5000																																																																																																				
Pilot In Command(PIC)																																																																																																								
Instructor																																																																																																								
Instruction Received																																																																																																								
Last 90 Days	40																																																																																																							
Last 30 Days	10																																																																																																							
Last 24 Hours																																																																																																								
Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No																																																																																																				
				Second Pilot? No																																																																																																				
Flight Plan/Itinerary																																																																																																								
Type of Flight Plan Filed: None																																																																																																								
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																																																			
Same as Accident/Incident Location			MYV	1605	PDT																																																																																																			
Destination		State	Airport Identifier																																																																																																					
Local Flight			MYV																																																																																																					
Type of Clearance: None																																																																																																								
Type of Airspace:																																																																																																								
Weather Information																																																																																																								
Source of Wx Information:																																																																																																								
Automated Report																																																																																																								

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA07LA079	
		Occurrence Date: 03/19/2007	
		Occurrence Type: Accident	


Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MYV	1553	PDT	62 Ft. MSL	1 NM	140 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 29.90 "Hg
Temperature: 23 °C		Dew Point: 9 °C	Weather Conditions at Accident Site: Visual Conditions		
Wind Direction: 170		Wind Speed: 11		Wind Gusts:	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot		1			1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -		1			1	
Other Ground						
- GRAND TOTAL -		1			1	

--

FACTUAL REPORT - AVIATION	Page 4
---------------------------	--------

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: SEA07LA079	
	Occurrence Date: 03/19/2007	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Thomas M. Little		
Additional Persons Participating in This Accident/Incident Investigation: Jim Nelson Federal Aviation Administration Sacramento, CA		
<div>FACTUAL REPORT - AVIATION</div> <div>Page 5</div>		